

2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to TIPRPEC@psrc.org. Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lbarris@psrc.org. All applications must be submitted by **May 1, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	Project title: South Spokane St. Viaduct - 4 th Avenue Off-Ramp For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	Destination 2030 ID#: 958 In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm . For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org .

3	<p>a. Sponsoring agency: eattle</p> <p>b. Co-sponsor(s) if applicable: Washington State Department of Transportation</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p>Project contact person: Charles Shell</p> <p>Address: PO Box 34996, Seattle, WA 98124-4996</p> <p>Phone: 206-684-5019</p> <p>Fax: 206-615-0899</p> <p>E-Mail: charlie.shell@seattle.gov</p>
5	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>The S. Spokane St. Viaduct is a critical section of a major corridor serving 65,000 average daily trips in the Duwamish Manufacturing and Industrial Center (DMIC) as well as residential, industrial and business areas in West Seattle. The DMIC, one of eight designated Manufacturing and Industrial Centers in the region, includes the Port of Seattle terminals on Harbor Island and the Duwamish River.</p> <p>Because of several deficiencies in this structure, including narrow lanes, lack of shoulders and substandard off-ramps, the S. Spokane Street Viaduct is a significant chokepoint creating high levels of congestion and safety problems. The need for improvements to this Viaduct is recognized as a high priority by the Freight Mobility Strategic Investment Board and the FAST Corridor partnership.</p> <p>The overall project will address the congestion and safety problems by widening the structure, adding lanes, and building new access ramps. The project will be implemented in three phases. Funds are being requested in this application for construction of Phase 3.</p> <p>Phase 3 is proposed to be constructed first because it can be built independently of the other phases and will deliver substantial benefits on its own. The Washington State Department of Transportation (WSDOT) has pledged \$25 million to Phase 3 to accelerate construction of this important improvement.</p> <p>Phase one will build a structure parallel to the existing Viaduct from a point east of First Avenue South to the Harbor Island off-ramps west of SR 99 that will provide wider lanes, one new lane, shoulders, and a permanent median. A new ramp will be built at 1st Avenue South that will allow traffic coming off I-5 westbound more room to merge into the exit lane. This will help reduce accidents from vehicles that must now exit at 4th Avenue South, which does now allow adequate time to merge into the access lane</p> <p>Phase two will extend the construction of the parallel structure to the I-5 interchange, allowing lanes to be widened and shoulders added.</p> <p>Phase three will construct an off-ramp from the eastbound S. Spokane St Viaduct connecting to 4th Avenue South. The new ramp will help relieve congestion by providing a grade-separated route over three Burlington Northern-Santa Fe rail lines. Currently, eastbound traffic can exit only at First Avenue South and must use surface streets to access this area and in doing this they encounter delays and backups due to freight traffic moving through the area. The ramp will help relieve congestion by providing an alternate route over the rail lines and helping redistribute traffic across the arterial network, making more efficient use of local street capacity to help move regional traffic.</p> <p>When Phase 1 and 2 are constructed, the Phase 3 ramp will be part of a continuous HOV connection from West Seattle to the Seattle CBD. The Phase 3 ramp will also provide significant mitigation for the Alaskan Way Viaduct Project by providing an alternate access to I-5, I-90 and the Seattle CBD when SR 99 is closed for construction.</p>

6	<p>Project location: S. Spokane St. Viaduct - off-ramp connecting to 4th Avenue</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Fourth Avenue at S. Spokane St. Viaduct</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): S. Spokane St. Viaduct - Fourth Avenue South Connecting Ramp</p>
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

**Rural Functional Classifications
"Under 5,000 population"**

(Outside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **01** Principal Arterial - Interstate
- ☐ **02** Principal Arterial
- ☐ **06** Minor Arterial
- ☐ **07** Major Collector
- ☐ **08** Minor Collector
- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

**Urban Functional Classifications
"Over 5,000 population"**

(Inside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **11** Principal Arterial – Interstate
- ☐ **12** Principal Arterial – Expressway
- ☒ **14** Principal Arterial
- ☐ **16** Minor Arterial
- ☐ **17** Collector
- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 03/01/00

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- ☒ The project is located within the designated urban growth area.
- ☒ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

Duwamish Manufacturing and Industrial Center

c. Is the project specifically identified in a local comprehensive plan?

☐ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

☒ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

The project is consistent with the City of Seattle Comprehensive Plan adopted in 1994, including these specific goals and policies

Goal 11: Support efficient freight and goods movements

Goal 22: Preserve and maintain commercial transportation mobility access

Goal 23: Maintain Seattle as the hub for regional goods movements and as a gateway to national and international supplies and markets

Policy T55: Emphasize for (among others) preserving and maintaining existing transportation facilities, safety, freight and goods movements

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☐ Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☒ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☐ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkena at 206-464-5372 or bbakkena@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?
- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

Time Savings for Moving Freight and Goods/Removing Physical Barrier: The project will speed the movement of freight and goods through the Duwamish Manufacturing and Industrial Center (DMIC), by providing a grade separated route over three Burlington Northern-Santa Fe (BNSF) rail lines, one main line and two rail yard access lines. Heavy train traffic on these north-south rail lines form a barrier to the efficient movement of traffic through the area. Main line rail traffic is now at 89 trains per day and is expected to double by 2027.

Because the interchange at I-5 and the S. Spokane St Viaduct frequently backs up, drivers often exit at 1st Avenue South and use surface streets to reach the I-90 on-ramp at Atlantic Street, which provides access to eastbound I-90 and northbound I-5. The new ramp will provide a more direct route along 4th Avenue South to the Atlantic St. ramp, saving additional time. Traffic studies project that about half of the trips on the 1st Avenue South ramp will divert to the 4th Avenue South ramp, which would move about 6,000 trips per day, or 10% of the total average daily traffic count on the entire Viaduct.

1st Avenue South, with two lanes each direction, has a volume to capacity ratio of 0.9 while 4th Avenue South, with three lanes each direction, has volume to capacity ratio of 0.7. Each lane carries approximately 1,200 ADT. The proposed 4th Avenue South ramp will help use this additional capacity to move traffic through the DMIC and provide a relief route for traffic that would otherwise use I-5.

According to a January, 2005 WSDOT study, there is approximately 40 vehicle-hours of delay due to trains blocking the rail crossings at the South Spokane Street, the surface street below the Viaduct. These hours are expected to

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

² see footnote above

double as BNSF, Amtrak, and Sound Transit increase the number of trains using the main line. The new ramp will allow traffic to avoid these delays by providing a grade-separated route over the rail lines.

On-line traffic cameras operated by the City of Seattle and WSDOT monitor real-time traffic conditions and provide information to drivers to help them avoid congestion and reduce their travel time.

The Viaduct will provide an important alternate access to the DMIC and I-5 northbound when the Alaskan Way Viaduct is under construction.

Reducing Modal Conflicts: The ramp will allow traffic to remain on a grade-separated route over the three BNSF rail lines, avoiding delays that would occur on surface streets that cross these rail lines. The response above provides details on the modal conflict caused by train traffic in the area.

The ramp is being designed to include a dedicated HOV lane. When all phases of the project are complete, there will be continuous HOV lane linking West Seattle to the Seattle CBD.

Improving Movement of Goods and People to Employment Sites: The project is located in the DMIC, which accounts for 13.5% of the total employment in the eight designated Manufacturing and Industrial Centers in the region. The Center includes 68,000 jobs and registered an 18.43% growth between 1995 and 2000. Container traffic at the Port of Seattle terminals in this area grew by 20% between 2003 and 2004 and 18% between 2004 and 2005, reaching over two million twenty-foot equivalent units (TEU) in 2005. The TEU is expected to eventually reach three million a year. The Port is considering reopening Terminal 30 to cargo ships as early as 2008 to accommodate this growth. Over the past 12 years importers such as Home Depot, Target, Wal Mart and Pier 1 Imports have opened import distribution centers in the area. The South Spokane St. Viaduct will support further increase in distribution center activity in the region by supporting growth at the Port.

The ramp will improve the movement of good and people to employment sites in one of the major manufacturing and industrial areas in the region by building a grade-separated route over three BNSF rail lines. The only existing east-bound off-ramp is located at 1st Avenue South, leaving traffic to use surface streets to access the area that are frequently blocked by train traffic. The proposed off-ramp will allow traffic to stay on the Viaduct and exit on to 4th Avenue South, a major arterial street that runs north-south through the middle of the DMIC. As described above, 4th Avenue South has unused capacity. The ramp will also provide a direct connection to I-90 and I-5 at Atlantic Street, helping improve the movement of regional traffic through the area.

The ramp will also provide access to the E-3 bus way and will improve the speed and reliability of transit serving the Seattle CBD. Buses will be able to take a right turn on the Alaskan Way lower roadway and a left onto the dedicated E-3 bus way, which provides a signal-free corridor to the CBD.

Contributes to Commute Trip Reduction: The ramp will be designed to include a dedicated HOV lane. The completed project will provide a continuous HOV connection between West Seattle, which includes 80,000 residents, and the downtown Seattle business district.

The total project will also contribute to commute trip reduction opportunities by reducing the chokepoints along the Viaduct and improving speed and reliability for the 14 bus routes making 638 weekday trips. The project will also reduce delays for carpools and vanpools. When completed, the new eastbound ramp will help improve transit speed and reliability by making better transit connections to the E-3 bus way, providing an additional access route to the DMIC and Downtown Seattle. The new connection to the E-3 bus way will establish an alternate transit route in the event of an earthquake that puts the Alaskan Way Viaduct out of service.

Improve Reliability of Travel for Various User Groups: The improvement will benefit five designated urban centers and approximately 80,000 residents, 68,000 job holders and a wide array of construction, manufacturing, warehouse, and marine businesses in the Duwamish Manufacturing and Industrial Area and the West Seattle neighborhood. Approximately 26% of the West Seattle residents are non-white and 75% of the Greater Duwamish area residents are non-white. The improvements will provide a more efficient and time saving way to reach jobs in one of the regions major manufacturing and industrial centers by providing a grade-separated route over three BNSF rail lines. Transit riders will enjoy improved speed and reliability because Phase 3 will allow more direct access to the E-3 bus way, and when Phases 1 and 2 are complete, there will be a continuous HOV link from West Seattle to the CBD.

The overall safety of the corridor will be improved when all phases of the project are completed. These improvements will widen lanes, add shoulders and a travel lane to reduce congestion and travel time. The relocation of substandard access ramps will improve safety.

Benefit to Industry Cluster: Logistics and International Trade is the dominant industry cluster in the project area. The project serves the Duwamish Manufacturing Industrial Center (DMIC), one of eight centers in the region. This center includes the Port of Seattle terminals on Harbor Island, which is the fifth largest container terminal in the country and the dominant business serving international trade. An additional 1,250 businesses are located in the DMIC, engaged in construction, manufacturing, warehouse and marine activities. The Center employs approximately 68,000 people, accounting for 13.5% of total employment in the eight Manufacturing and Industrial centers. The businesses in the area are highly dependent on heavy truck traffic to support their enterprises. Currently traffic coming from West Seattle and Harbor Island has only the off-ramp at 1st Avenue South, forcing traffic onto surface streets to reach destinations on the east side of the DMIC. Three rail lines running north and south carry frequent train traffic that causes delays and backups at crossing.

This phase of the S. Spokane St. project will benefit businesses, employees and customers by providing a grade separated route over three BNSF rail lines, improving access to the east side of the DMIC. The ramp at 4th Avenue South will allow traffic to turn north and make a direct connection to I-90 through the newly constructed Atlantic St. interchange or turn south and reach the freight terminals at Boeing Field.

This construction phase is the first of three that will complete improvements to the entire S. Spokane St. Viaduct, the major corridor serving the DMIC. These improvements will help reduce congestion and improve safety by widening the structure, allowing lane widths to be increased and shoulders added as well as adding a lane between the First Avenue South off-ramp and I-5.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

³ see footnote above

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	12/31/07	STP	\$4,500,000
			\$
			\$
Totals:			\$4,500,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
	See Attachment 1		\$
			\$
			\$
			\$
			\$
TOTAL:			\$29,500,000

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PE	1/1/07	City of Seattle	\$500,000
CN	1/1/08	City of Seattle	\$2,000,000
			\$
			\$
			\$
TOTAL:			\$2,500,000

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$	Planning:	.
Preliminary Engineering/Design:	\$5,500,000	Preliminary Engineering/Design:	12/31/07
Right of Way:	\$	Right of Way:	
Construction:	\$31,000,000	Construction:	6/30/09
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$36,500,000	Estimated date of completion (i.e. open for use)	6/30/09

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

PE and CN

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.**E. Air Quality (20 Points STP, 40 Points CMAQ)****16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period.** Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how

many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?

- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The project serves the Duwamish Manufacturing Industrial Center (DMIC), one of eight M & I centers in the region. This center includes the Port of Seattle terminals on Harbor Island, the fifth largest container terminal in the country and the dominant business serving international trade. An additional 1,250 businesses are located in the DMIC, engaged in construction, manufacturing and warehouse activities. The Center employs approximately 68,000 people, accounting for 13.5% of total employment in the eight centers. Business in the area are highly dependent on heavy truck traffic to support these enterprises. Currently traffic coming from West Seattle and Harbor Island has only the off-ramp at 1st Avenue South, forcing traffic onto surface streets to reach destinations on the east side of the DMIC. Three rail lines running north and south carry frequent train traffic that causes delays and backups at crossing.

The 4th Avenue South Ramp of the S. Spokane St. project will help reduce emissions by increasing travel speed for vehicles by allowing them to avoid surface streets and delays at rail crossings by providing a grade separated route over three BNSF rail lines. It will also provide a more direct route to industrial areas south of Spokane St and Boeing Field.

1st Avenue South, with two lanes each direction, has a volume over capacity ratio of 0.9 while 4th Avenue South, with three lanes each direction, has volume over capacity ratio of 0.7. Each lane carries approximately 1,200 vehicles per hours. The proposed 4th Avenue South ramp will help use this additional capacity to move traffic through the DMIC and provide a relief route for traffic that would otherwise use I-5.

According to a January, 2005 WSDOT study, there is approximately 40 vehicle-hours of delay due to trains blocking the rail crossing at the South Spokane St.. These hours are expected to double as BNSF, Amtrak, and Sound Transit increase the number of trains using the main line. The new ramp will allow traffic to avoid these delays by providing a grade separated route over the rail lines.

On-line traffic cameras operated by the City of Seattle and WSDOT monitor real-time traffic conditions and provide information to drivers to help them avoid congestion and reduce their travel time.

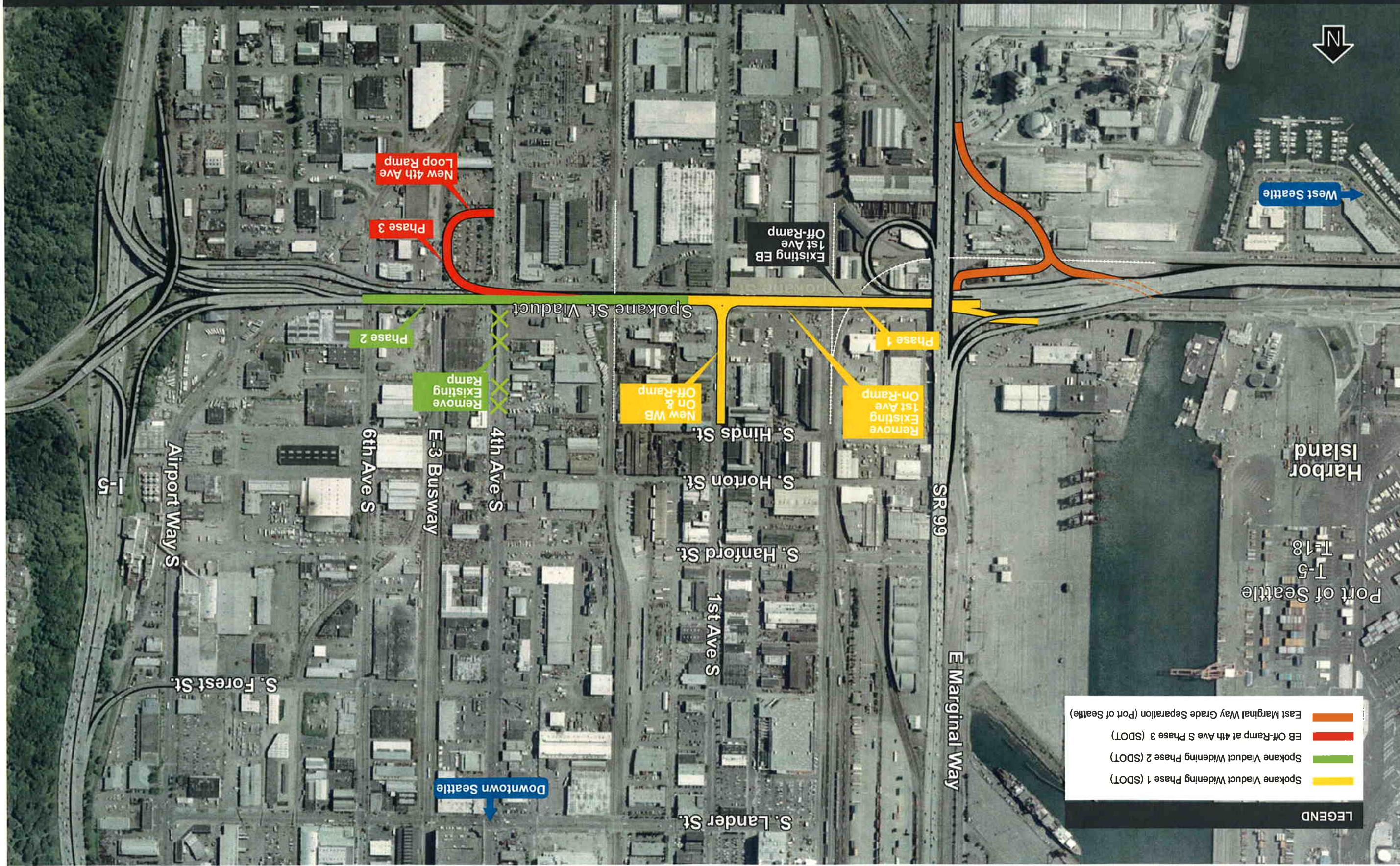
The project will also contribute to commute trip reduction opportunities by reducing the chokepoints along the S. Spokane St. Viaduct and improving speed and reliability for the 14 bus routes making 638 weekday trips. The project will also reduce delays for carpools and vanpools. When completed, the new eastbound ramp will help improve transit speed and reliability by making better transit connections to the E-3 bus way, providing an additional access route to the DMIC and Downtown Seattle. The new connection to the E-3 bus way will establish an alternate transit route in the event of an earthquake that puts the Alaskan Way Viaduct out of service.

F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.



South Spokane Street Viaduct Widening Project





Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

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Seattle, WA 98101-1209
206-381-6407 / Fax 206-381-6442
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www.wsdot.wa.gov

April 10, 2006

Grace Crunican, Director
Seattle Department of Transportation
PO Box 34996
Seattle, WA 98104-4995

Dear Ms. Crunican:

The Washington State Department of Transportation (WSDOT) has completed its review of the preliminary traffic analysis developed to determine the most effective means of managing traffic during construction of the Alaskan Way Viaduct, with a particular emphasis on the specific strategies for managing traffic in to, out of, and through the south end of the viaduct project. As you know, regardless of the final alternative selected, or the specific traffic management strategy selected, moving traffic from West Seattle to and from downtown is very challenging. Based on our review of the preliminary traffic analysis, it appears that construction of an eastbound off ramp from the South Spokane St. Viaduct to northbound 4th Avenue South provides a significant benefit during construction of the viaduct project (in terms of saved time and reduced staging). This ramp helps keep traffic out of the viaduct construction zone and puts that traffic directly onto 4th Avenue South where there is unused capacity to be utilized, thus reducing travel time and throughput impacts during viaduct construction. Our preliminary cost-benefit analysis shows that a state investment of up to \$25 million in this ramp is warranted, assuming the results of the preliminary traffic analysis are validated in the final traffic report. This letter serves to confirm our agreement in principle to financially participate in this improvement to help manage traffic during construction of the viaduct.

When the final traffic report and cost-benefit evaluation are completed this summer and the final results are available, we will be prepared to enter into a formal agreement with the City for the appropriate state share of this improvement. I look forward to working with you on this and all aspects of the viaduct project.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. L. Dye'.

David L. Dye, P.E.,
Urban Corridors Administrator
Washington State Department of Transportation

South Spokane St. Viaduct- 4th Avenue Off-Ramp

Attachment 1

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase	Source	Amount
PE		WSDOT	500,000
PE	1/11/2005	Demo	933,076
PE	6/20/2005	STPUL	160,278
PE	9/8/2005	NCPD	1,157,333
PE	1/1/2006	STPU	975,000
PE	5/15/2006	NCPD	338,916
PE	6/1/2006	Demo	600,000
PE	6/1/2006	STPU	335,397
CN	12/31/2007	WSDOT	24,500,000
Total			29,500,000